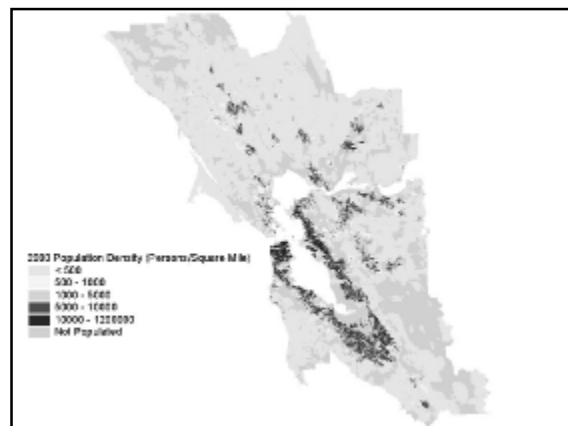
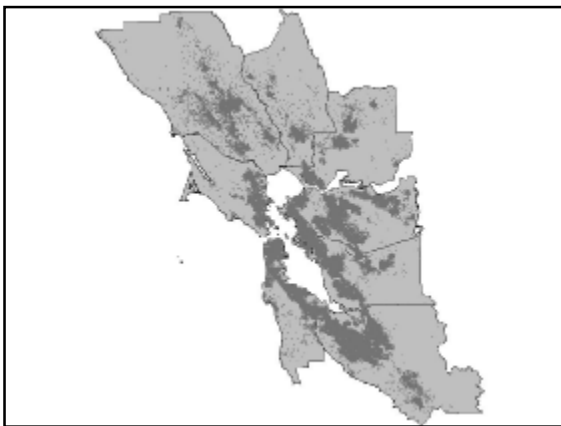
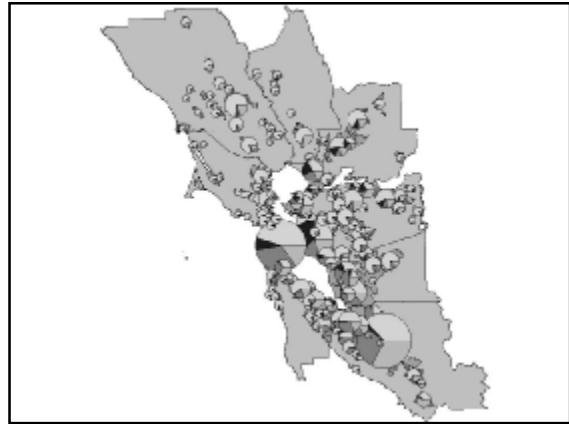


Census 2000 Results > Density & Diversity > Surprises

Chuck Purvis
Metropolitan Transportation
Commission, Oakland, CA

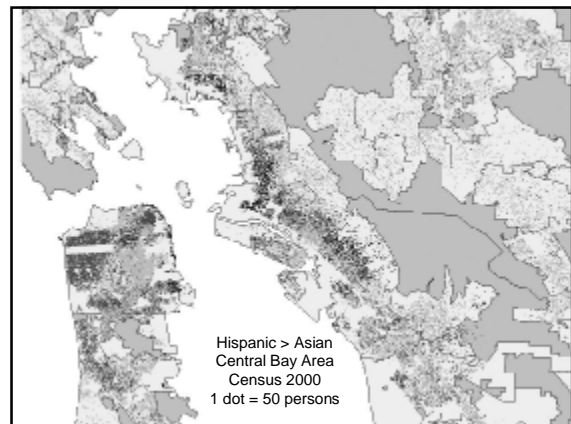
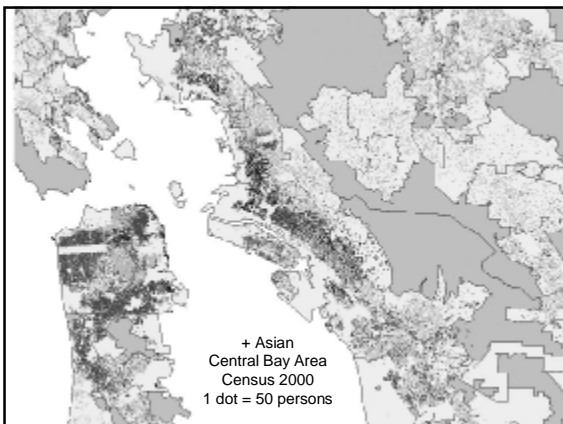
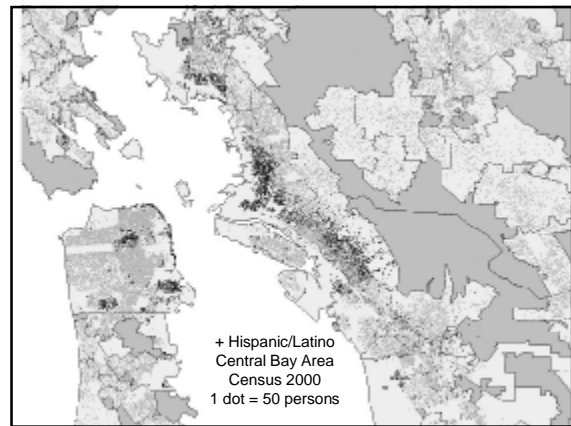
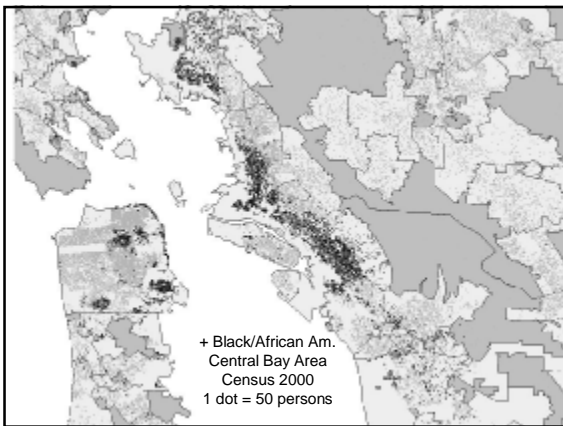
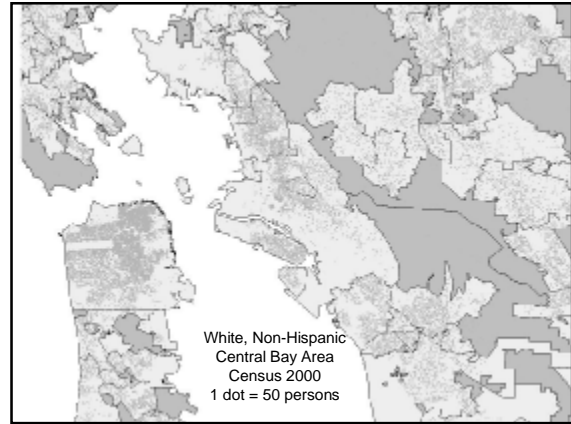
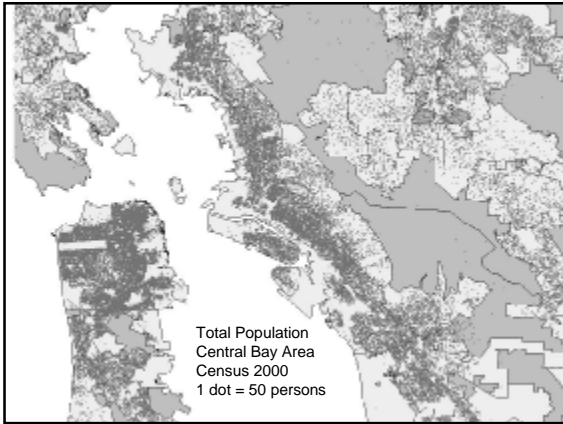


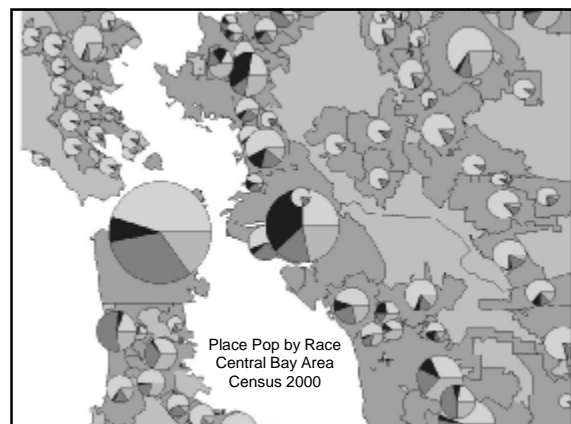
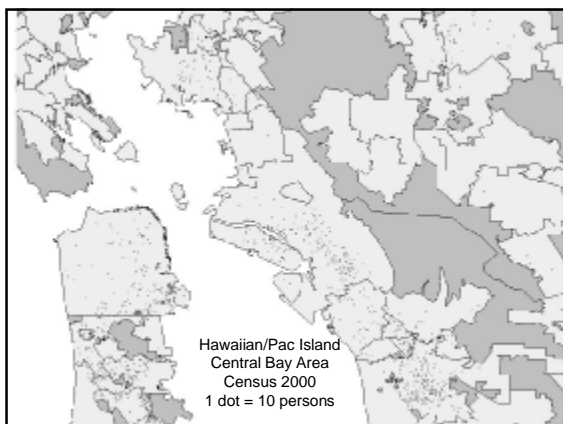
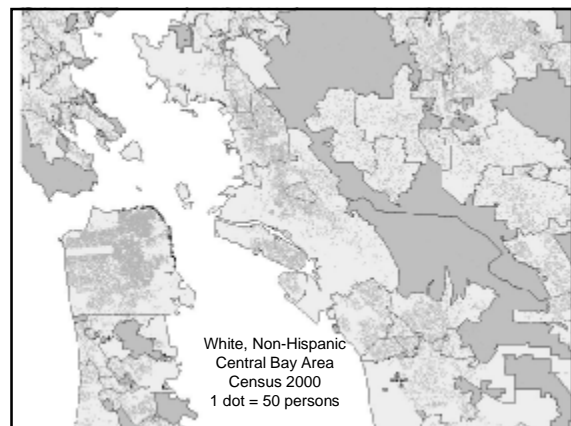
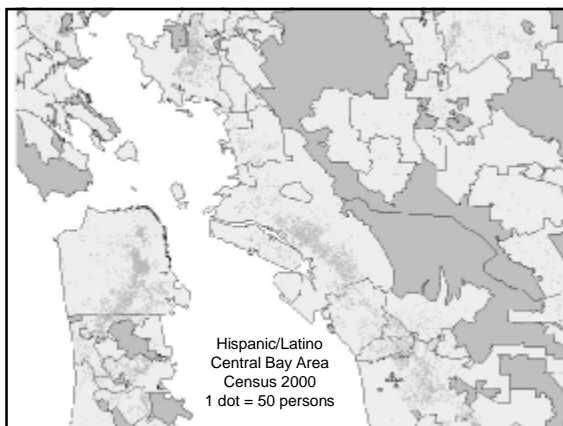
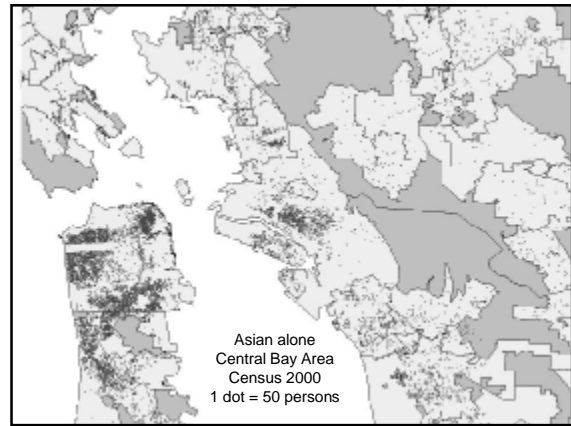
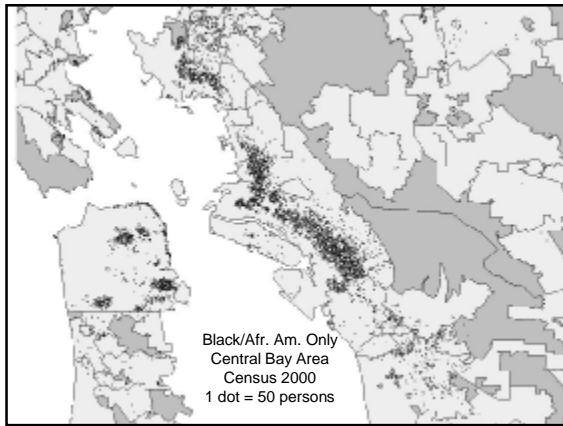
Bay Area: Density & Diversity

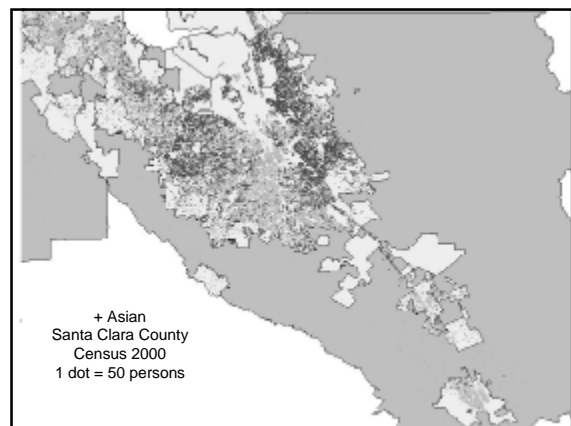
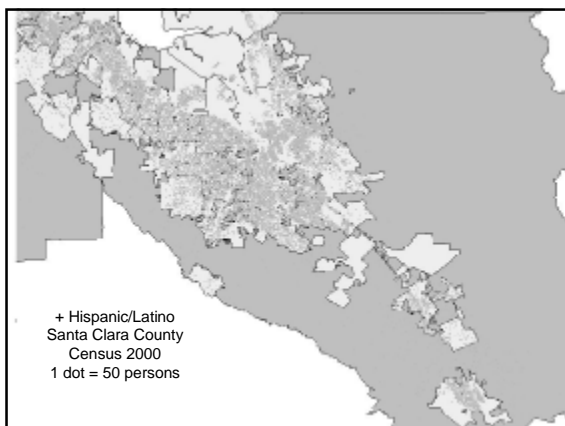
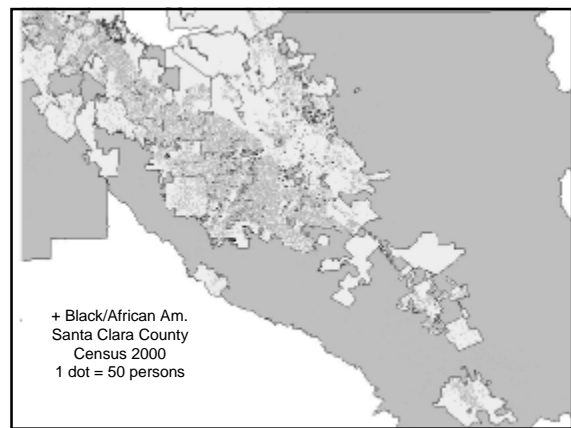
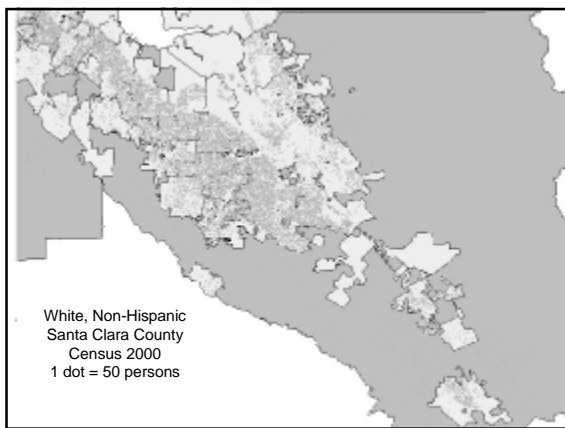
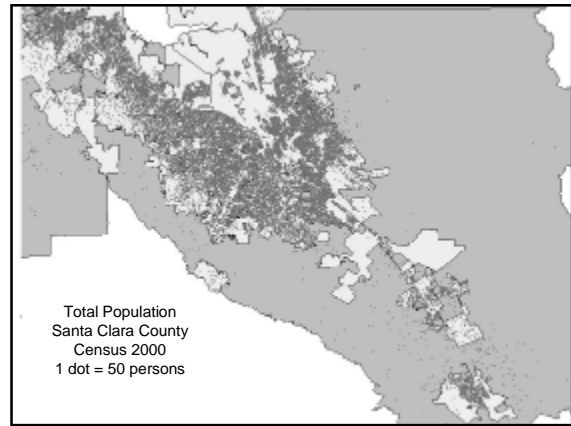
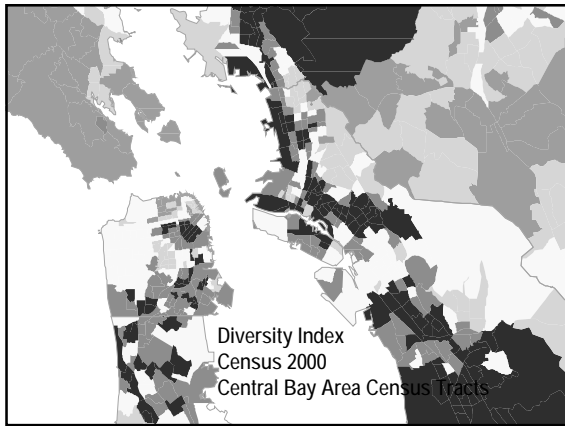
Category	Density Range (ppsm)	% of Land Area	% of Total Pop.	% White, not Hispanic
Rural	< 500	80.5%	5.5%	70.5%
Rural-Suburban	500 – 1,000	4.4%	3.3%	66.5%
Suburban	1,000 – 10,000	13.0%	53.8%	59.0%
Urban	10,000-20,000	1.7%	23.5%	32.3%
Urban Core	20,000+	0.5%	14.0%	33.1%
Total		100.0%	100.0%	50.0%

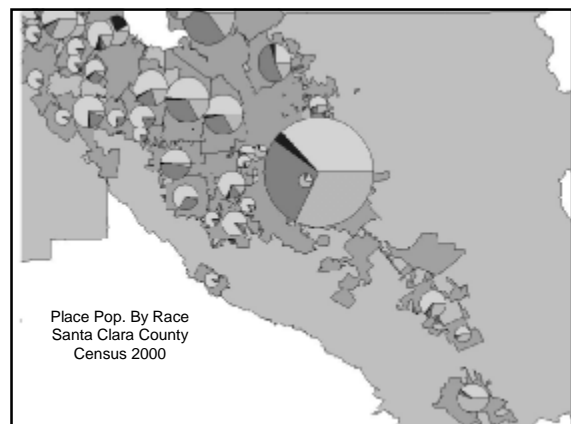
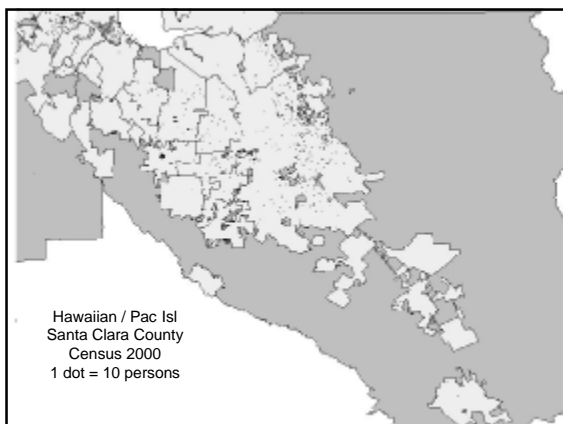
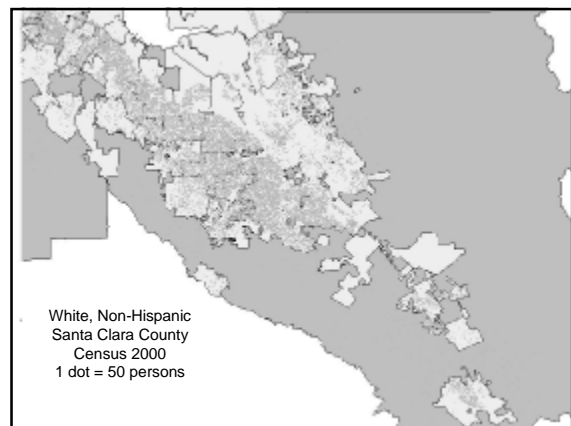
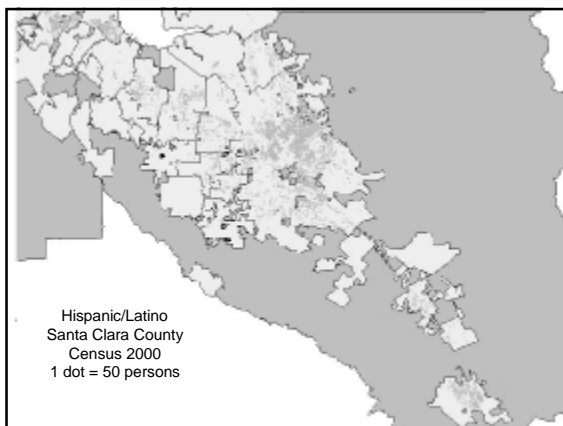
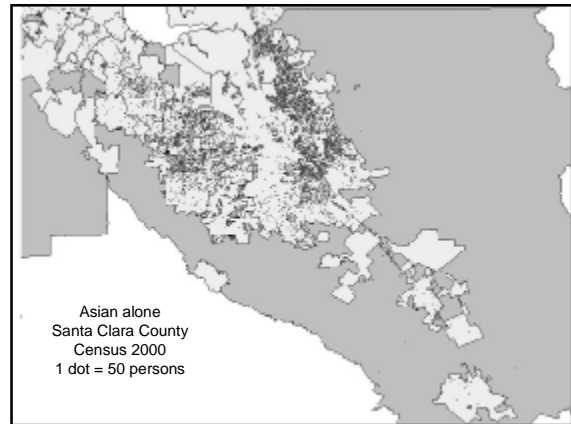
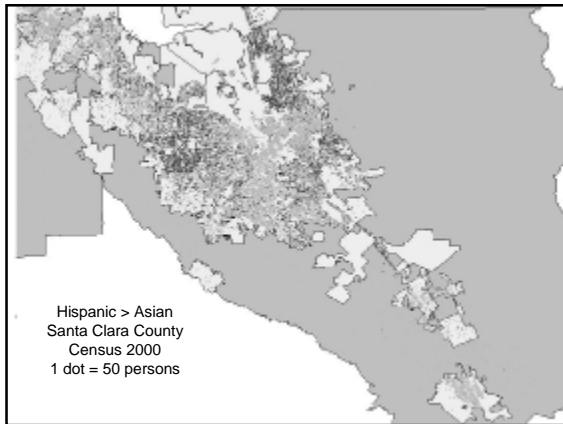
SF: Density & Diversity

Category	Density Range (ppsm)	% of Land Area	% of Total Pop.	% White, not Hispanic
Rural	< 500	8.4%	0.1%	56.2%
Rural-Suburban	500 – 1,000	13.5%	0.7%	53.5%
Suburban	1,000 – 10,000	18.1%	6.1%	51.4%
Urban	10,000-20,000	22.8%	20.4%	44.5%
Urban Core	20,000+	37.3%	72.7%	42.6%
Total		100.0%	100.0%	50.0%









Most Surprising Trends

- ® Decline in Workers per Household, 1990 to 2000
 - ® ABAG Projected increase from 1.40 to 1.45
 - ® Census shows decrease from 1.40 to 1.37
 - ® SF increased 1.28 to 1.30 (ABAG: 1.28 to 1.34)
 - ® U.S. Workers per Household decreased from 1.28 (1990) to 1.24 (2000)

Most Surprising Trends - II

- ® Decline in Vehicles per Household, 1990 to 2000
 - ® MTC Projected increase from 1.76 to 1.85.
 - ® Census shows decrease from 1.76 to 1.75
 - ® SF increased from 1.06 to 1.11; MTC forecasts for 2000: 1.13 v/hh in SF.
 - ® U.S. vehicles per household increased from 1.67 (1990) to 1.68 (2000).

Trends in Zero-Vehicle HHs

- ® Share of Bay Area households with zero-vehicles decreased from 10.5% (1990) to 10.0% (2000).
- ® Number of zero-vehicle HHs is at historic high
 - ® 1960 = 231,800, 19.7%
 - ® 1970 = 245,900, 15.8%
 - ® 1980 = 240,700, 12.2%
 - ® 1990 = 236,500, 10.5%
 - ® 2000 = 247,800, 10.0%
- ® SF zero-vehicle HHs increased from 93,800 (30.7%) in 1990 to 94,200 (28.6%) in 2000.

Bay Area Commute Shares

Year	In-Vehicle	Transit	Walk	Other	At Home
1960	69.9%	15.4%	7.8%	2.1%	4.7%
1970	77.9%	11.3%	5.7%	2.7%	2.4%
1980	79.1%	11.4%	4.4%	3.1%	1.9%
1990	81.2%	9.5%	3.6%	2.3%	3.4%
2000	80.9%	9.7%	3.2%	2.2%	4.0%

San Francisco Resident Commute Shares

Year	In-Vehicle	Transit	Walk	Other	At Home
1960	42.2%	39.6%	11.6%	1.5%	5.2%
1970	49.0%	35.6%	11.1%	1.6%	2.7%
1980	46.3%	38.5%	10.9%	2.0%	2.2%
1990	50.0%	33.5%	9.8%	2.9%	3.8%
2000	51.3%	31.1%	9.4%	3.6%	4.6%

Transit Commuting 1960-2000

Year	San Francisco	SF Bay Area	United States
1960	133,100	215,800	7,806,900*
1970	113,600	206,900	6,514,000*
1980	129,700	283,300	6,007,728*
1990	128,200	293,600	6,069,600
2000	130,300	321,100	6,067,700

* Excludes Taxicab Passenger.

Bay Area Places, Transit Commute Shares

Place	1990	2000
1. San Francisco	33.5%	31.1%
2. El Cerrito	17.7%	20.5%
3. Albany	16.5%	19.4%
4. Emeryville	12.9%	19.0%
5. Berkeley	15.2%	18.6%
6. Daly City	18.7%	17.8%
7. Oakland	17.9%	17.4%
8. Kensington	13.2%	16.3%
9. Alameda	12.1%	15.7%
10. Sausalito	18.4%	15.6%